



Bartholomew Consulting Company

7 April 2022

Mr John G Shaw
Seattle Department of Construction and Inspections
700 Fifth Ave Suite 2000
PO Box 34019
Seattle, WA 98124-4019

**Re: SDCI Correction Notice -TRANSPORTATION
75 Marion St/ #3033083-LU**

Dear John:

This letter accompanies submittal of corrected plans and other documents in response to your Correction Notice dated January 5, 2022 concerning this application for a Master Use Permit. We greatly appreciate the time that you have spent in conference with us on these issues and hope that we have resolved them to your satisfaction. A final Loading Dock Analysis and Dock Management Plan in support of the responses below also have been uploaded.

Your comment(s) are copied below, followed by our response(s).

1. Page 2 (Site Plan): Data indicate that both loading berths will be occupied by vehicles at certain times. Due to the position of the loading berths, it appears that a truck would have to enter the site to see the occupied berths. Will a 30' long/14' high truck be able to either wait on-site or turn around if both berths are occupied? What steps can the project take to avoid having truck back from the site onto Western Avenue? What role would the dock manager play in this situation?

Response: Trucks will not wait on-site or turnaround if both berths are occupied. The Dock Management Plan has been updated to indicate that the Applicant will provide a sign displaying an electronic message to alert drivers, prior to the truck entry, if both loading berths are occupied. The sign would be a blank out sign and sensors will be used to activate

and light up the message sign when both berths are occupied. The SU-30 and 14-foot-high trucks are accommodated in the berths.

2. Page 2 (Site Plan): Given the location of the columns relative to the loading berths and the geometry of the site (including turning radii out of the berths), can a 30' truck exit Berth 1 if Berth 2 is occupied?

Response: A new section, Truck Turning Analysis, has been added to the Loading Dock Analysis, beginning on Page 6, to demonstrate the truck turning related to the 30-foot truck. Additional detail is provided in the Truck Turning Analysis section on page 6. In addition, the Dock Management Plan has been updated to address how the dock manager will need to schedule and manage large truck deliveries to provide sufficient space for maneuvering.

3. Page 4 (Arrival Distribution Chart): Why are truck arrivals shown, rather than observed berth occupancy, which would include both arrival patterns and dwell times and account for potentially longer stays during the congested AM period?

Response: The chart on Page 4 of the Loading Dock Analysis has been updated to represent berth occupancy including dwell times and arrivals.

4. Page 4 (Loading Dock Capacity and Demand): A reference was made to 40-minute periods; was this meant to be 30-minute periods?

Response: Yes, this was meant to be 30-minute periods and has been updated in the Loading Dock Capacity and Demand section.

5. Page 5. (Loading Dock Capacity and Demand): Based on the capacity and demand estimates provided in this section, the loading berth utilization rate would be 71% (1,696/2,400), not including any use of the berths by residential delivery vehicles.

Response: A Residential Deliveries and Loading Activity section has been added on Page 4 to address potential residential loading demands updates have also been made to discussion on Loading Dock Capacity and Demand.

Thank you, John. Please let me know if you have any questions or if I can be of any further assistance.

Sincerely,

Tom Bartholomew